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RR LINE UNDER CONSTRUCTION;
OTHER IMPROVEMENT IN PROGRESS

22 KILOMETERS OF TRACK STILL TO BE COMPLETED -- Slovenski Porocevalec,
 No 115, 16 May 50

The iron mine and the ironworks in Vares are to be connected, by means
 of a standard-gauge track, with the Samac-Sarajevo line. As the iron mine
 in Vares is scheduled to increase its production during the current Five-
 Year Plan, a ropeway will be constructed between Vares and Zenica.

The present narrow-gauge track between Vares and Podlugovi on the Samac-
 Sarajevo line is inadequate for the amount of freight which has to be
 carried on it. Because of the hilly terrain, two locomotives are needed to
 pull four small freight cars to Vares.

The construction of the new 28-kilometer standard-gauge railroad
 between Podlugovi and Vares via the Breza mine began in the fall of 1949.
 The 6-kilometer track from Podluga to the Breza mine was completed rapidly.
 On the remaining 22 kilometers between the Breza mine and Vares, 23 tunnels,
 15 bridges, and a large viaduct will have to be constructed. The platform
 of the Breza mine railroad station is now under construction.

The first tunnel, which is 236 meters long, was scheduled to be dug
 by 1 May 1950, but actually it was completed on 15 April 1950. The large
 viaduct between the 13th and 14th tunnel is 135 meters long.

SLOVENIAN BRIDGES READY FOR TRAFFIC -- Slovenski Porocevalec, No. 110, 10 May 50

The railroad bridge over the Drava River at Maribor was reconstructed
 prior to 1 May 1950. Trains are running on all three tracks, even over
 the Carinthian track, at normal speed. About 280 tons of iron have been
 replaced on the bridge. The new parts were manufactured by the "Franc
 Leskosek" Factory in Maribor. In February the bridge was tested with a
 weight of 600 tons.

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Recently, 250 meters of iron railing weighing over 12 tons were put on both sides of the bridge. Regular rail traffic now uses the bridge.

Soon the rebuilt 80-meter railroad bridge over the Sava River near Otoce on the Ljubljana - Jesenice line will be ready for traffic. Thus far, trains have been able to travel over it at only 5 to 10 kilometers per hour. The bridge will be constructed of four 240-ton iron beams, produced by the "Dragoslav Djordjevic-Gosa" Railroad Car Factory in Smederevska Padanka. Traffic over the bridge will be halted for only one day, during which the old iron beams will be replaced.

This year, also, the 236-meter railroad bridge near Ptuj is scheduled to be reconstructed. It will be equipped with completely new iron parts.

NEW RAILROAD TUNNEL PARTLY DUG -- Borba, No 91, 17 Apr 50

On the Sarajevo-Kardeljevo railroad line, one third of the 1,950-meter tunnel through Prenj Mountain has been dug thus far.

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